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March 9, 1921, Temperature 62

ESTABLISHED 1845
Barometer 30.10 Rainfall 0.00 in.

Humidity 52.

March 9, 1920, Temperature 60

No. 18,202.

三拜禮

號九月三年一十二百九千一英

HONGKONG, WEDNESDAY, MARCH 9, 1921.

日十三月正西辛亥歲年十國民華中

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

REPARATIONS DEMANDS.

ALLIED TROOPS OCCUPY GERMAN TOWNS.

GENEROUS OCCUPATION.

GERMAN AMBASSADOR LEAVING LONDON FOR BERLIN.

MAYENCE, March 8.

French and Belgian troops occupied Duisburg, 8 noon. The Rhine
flotilla has occupied Ruhrort.

MAYENCE, March 8.

General Degoutte, who is in supreme command, has issued a proclama-
tion to the inhabitants of Dusseldorf, Duisburg, and Ruhrort declaring
that the Allies are compelled to occupy the towns as guarantees, since the
German Government does not intend to fulfil its treaty engagements. The
occupation is in no way hostile to the population and no obstacle will be
placed in the economic life of the region. The Allied authorities are ready
to help to improve the workers' situation, particularly to ensure the food
supply, and intend to make a regime of liberty and order prevail, and thus
develop the prosperity of the region.

GERMAN DELEGATES LEAVE LONDON.

LONDON, March 8.

When the German delegates departed for Berlin, crowds assembled at
the Savoy Hotel and Victoria Station but there were no demonstrations.
Von Simons remarked to a Reuter representative: "I hope to return soon.
Never say die."

LONDON, March 8.

The German Ambassador in London is proceeding to Berlin to-night in
response to a summons from Berlin to explain the position.

"AN ACT OF VIOLENCE."

BERLIN, March 8.

In the Reichstag, before a full house, in a speech interspersed with cheers,
Herr Fehrenbach described the penalties as an act of violence. "The Allied
conditions are to be applied by force. Therefore they have nothing to do
with the principles of right." Herr Fehrenbach declared that Germany, in-
cluding the parts about to be struck by the Allies, was united in
determination and endurance. Like von Simons, Herr Fehrenbach was
willing to leave the verdict to history which would have something to say,
not only as regards the war guilt but also the dictators of Versailles.

ATTITUDE OF BRITISH PRESS.

LONDON, March 8.

In contrast to the unanimity of the British Press, including the Liberals,
in ridiculing von Simons' first offer, it is noteworthy that the *Manchester
Guardian*, the *Westminster Gazette*, and the *Star* to-day echo the strong
language of the *Daily News* and the *Morning Post* in denouncing the
decision of the Allies to refuse to give Germany a breathing space as a
capitulation to France's policy of revenge and opposed to British national
interests because it involves possibilities of Allied friction, the sanctions
being calculated to defeat industrial recovery in Germany which Mr. Lloyd
George has hitherto maintained is essential to peace and the restoration of
trade. All, however, declare that the tactless and inept speeches of von
Simons, who is in the grip of the Nationalists, has contributed to the
general exhibition of bankrupt statesmanship.

PRINCE AT GLASGOW.

UNEMPLOYMENT DEMONSTRATION ENDS IN FIASCO.

AN EARNEST SPEECH.

LONDON, March 8.

When the Prince of Wales was presented with the freedom of Glasgow, an
attempt by unemployed people to demonstrate outside St. Andrew's
Hall, ended in a fiasco. The Prince of Wales, acknowledging the freedom,
said that he did not come to see the industries fair but to see the people.
After eulogising Glasgow's war achievements, he said that all were trying to
get back to peace conditions but these words must be prefaced by "happy."
It was impossible to attain them till all sections of the community were
satisfied. "If we can give and take sufficiently there are no difficulties
which cannot be overcome." (Cheers). We must not be too impatient.
The presence of the horrible epidemic of unemployment with its consequent
tragedy and suffering, worries me a great deal. It upsets me particularly to
know that it affects thousands of men who fought overseas and worked at
home for victory. I want the Lord Provost to assure them that I am
thinking of them in trouble. My earnest hope is that conditions will soon
improve.

MORE WAGES COMING DOWN.

NEW YORK, March 8.

The Chicago Meatpackers' Association is reducing the wages of
100,000 men next week approximately 12 1/2 per cent.

AMERICA AND COLOMBIA.

WASHINGTON, March 8.

President Harding is preparing a special message to the Senate request-
ing immediate ratification of the Colombian Treaty.

GERMANS AND POLES CLASH.

PARIS, March 8.

A message from Oppeln in Upper Silesia states that a band of Germans
attacked a Polish meeting at Beuthen on March 6. On the troops inter-
vening a French lieutenant named Dabau was killed with a blow of a
bludgeon. French chasseurs restored order.

TRADE SLUMP.

STARTLING BOARD OF TRADE FIGURES.

LONDON, March 8.

The trade slump is clearly evidenced by the Board of Trade returns for
February showing the imports at £97,000,000, a decrease of £73,000,000
compared with February, 1920, and the exports £68,000,000, a decrease of
£17,750,000.

THE DOLLAR.

To-day's closing rate 2/3 1/8

To-day's opening rate 2/3 1/8

OBITUARY.

CAPT. F. A. MOODY.

DEATH IN THE RED SEA.

It is with regret that we have to
report to-day, the death of Capt. F.
A. Moody, a director of the firm of
Little Bros., Ltd., which took place
on board the s.s. "Rhesus" in the
Red Sea on February 7. The sad
news was first known on the arrival
of the ship in England on February
25, and transmitted to the Colony by
cable.

The late Capt. Moody, who en-
deared himself to all who came in
contact with him, has many friends
in the Colony and China generally,
and these will regard his death as a
personal loss.

The deceased came to Hongkong
some ten years ago from Home, and
after spending some time with Messrs.
Butterfield & Swire went to Australia.
On his return he proceeded to Tien-
tsin and joined the Eastern Trading
Co., Ltd. When war broke out he
travelled to England and obtained his
commission with the Irish Fusiliers.
His service included Ireland, France,
Palestine and the Egyptian rebellion.
His death can be attributed to the
aftermath of the war, for he was
wounded in the leg and gassed. His
leg wounds troubled him a great deal,
but gas was his greatest trouble and
was probably the cause of his death.
He returned to China in 1919. Dur-
ing the summer of 1920 he was far
from well, and gradually got worse.
His doctor was of the opinion that
his only chance was to go for a long
sea voyage and have a complete rest.
He left on the "Rhesus" on January
15 last.

The deepest sympathy is extended
to his relatives at Home.

MR. C. H. W. AITKEN.

DEATH AT MANILA.

His many friends in the Colony will
receive with regret the news of the
death at Manila on March 2, of Mr.
Charles Henry William Aitken, an
old time resident here.

The deceased who was in his 49th
year of age, spent his youth in Hong-
kong, learned the engineering profes-
sion and joined the Scottish Original
Steamship Company, under whom he
sailed until the Company's fleet passed
into the hands of the Norddeutscher
Lloyd. About eighteen years ago he
went to Manila, and became assistant
to an engineering establishment at
Cavite of which subsequently be-
came manager. His death is all the
more to be regretted as we under-
stand Mr. Aitken contemplated leav-
ing the Philippines at an early date.
He leaves a widow and some children,
also a sister who resides in Hongkong
(Mrs. Geo. P. Lamont) to all of
whom the deepest sympathy will be
extended.

The death of Mr. Aitken recalls his
parents—both with the majority for
many years—who were among the
first foreign residents of Kowloon.
Mr. Aitken, senior, affectionately
known as "Daddy," was in charge
of harbour work for the Hongkong
and Whampoa Dock Company. He
died about twenty years ago and his
widow some years later.

MR. G. A. BUTZ.

CUSTODIAN OF REPULSE BAY HOTEL.

The death took place on Sunday,
at the age of 63 years, of Mr. G. A.
Butz, custodian of the Repulse Bay
Hotel, who passed away peacefully in
his sleep. The deceased, an Ameri-
can, was little known in the Colony,
having arrived from Manila to take up
his duties at the Hotel only a week
ago. In the Philippines he is well
known and popular, and the news of
his death will no doubt be received as
a great shock there. He is survived
by a son who is in Hongkong and with
whom much sympathy is felt. A ser-
vice was held at the Protestant Cen-
ter on Monday morning, after which
the remains were cremated. The
ashes will be transported to the
U.S.A., to be interred in the de-
ceased's home town.

According to the *Peking Leader*
there is every sign of Peking becom-
ing the base of Russian reactionary
activities. A considerable number
of reactionaries and officers of pro-
Japanese views as well as secret
service men are now there, and it is
thought that their scheme is to over-
throw the China Government and to
establish a Far Eastern Russian Em-
pire in Siberia and Mongolia. It is
also said that agents are busy buying
arms and ammunition for the Russian
forces at Urga.

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Hongkong & Kowloon Wharf

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(ON ACCOUNT OF THE CONSIGNEES),

202 Bales Hemp,

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381 Bales Hemp, (loose)

(all more or less damaged by

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Terms:—Cash on delivery.

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Auctioneers.

Hongkong, March 8, 1921.

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FRIDAY, March 11, 1921.

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Furniture.

Comprising:—

BLACKWOOD:—Couches, lady's

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curio stands, card table, tea-sets, etc.,

etc.

TEAKWOOD:—Extension dining

table and chairs, bookcases, desk,

flowerstands, overmantels, sideboards

with bevelled mirrors, ice chest,

dinner waggons, bedsteads, dressing

tables, washstands, chest of drawers,

etc., etc.

Also

Electro-plated ware, cutlery,

glassware, etc.

On view from Thursday, the 10th.

Catalogues will be issued.

Terms:—Cash on delivery.

LAMMERT BROS.,

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Hongkong, March 7, 1921.

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ONE HORSEBY-ACKROYD OIL
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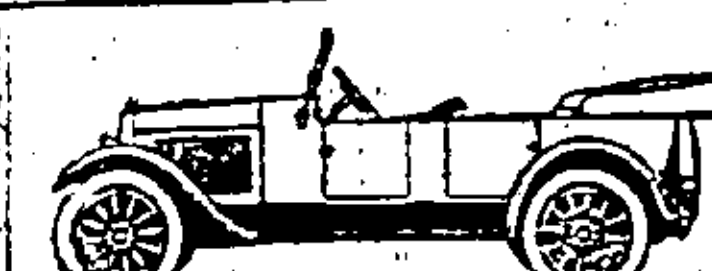
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Flies, Mosquitoes, Bugs, Flies and all
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THE ONCE FAMOUS "CUTTY SARK"

The era of the China clippers
marked the highest level of the de-
velopment of the sail driven vessel.
Bigger sailing ships there have been
in plenty both before and since,
ships of 2,000 and even 3,000 tons,
whereas very few of the clippers
exceeded 1,000, and the majority
were considerably less than that
tonnage. But there has been assured-
ly none faster, more admirable from
the seaman's standpoint, nor more
complete examples of utility and
beauty in combination.The pity is that their day was all
too soon over. A quarter of a cen-
tury saw its rise, its zenith and its
decline. The first left the slips in 1845;
few, if any, were built after 1870. A
variety of causes brought about
their disappearance, principally, of
course, the rise of steam and the
opening of the Suez Canal, so far as
the British clippers were concerned,
the American vessels having seen
their best days earlier still.

CRUISED THE WORLD.

The early 40s of last century wit-
nessed the launching from Messrs.
Smith and Dimon's New York yard
of the clipper ship "Rainbow," and her
design created furious argument in
nautical circles. The great feature
was the concave curve which she pre-
sented to the water in place of the
rounded bow line familiar to the
student of old marine drawings and
paintings. This naturally decreased
the resistance of the water, the vessel
clearing her way through the waves
instead of pushing through and pil-
ling them up before her, and increas-
ed the speed of the ship in propor-
tion, but many experts shook their
heads over the startling innovation,
and it was not until the new ship
had made one or two astonishing
passages that opinion began to be
converted in her favour.The "Rainbow" was soon followed
by the even more celebrated "Sea
Witch," "Staghound," "Surprise" and
a succession of other fast and beau-
tiful ships which carried the Stars and
Stripes into all the harbours of
the world. Circumstances all seemed
to combine in favour of the boom in
American shipping. The opening of
new treaty ports in China, the adop-
tion of free trade in Britain and the
repeal of the navigation laws by that
country, all contributed to the same
end; and the California gold rush of
1849 and succeeding years was a
powerful factor.Prior to that time the clippers had
usually gone out to the East direct;
but with the unprecedented demand
for fast ships on the California route
it became usual for them to sail first
for San Francisco by the Horn, thence
across the Pacific Ocean to China,
and take a cargo for New York, re-turning by the Cape and the South
Atlantic, or else for British ports.
The advent of free trade was the
signal for American ships to enter
the trade between London and the
famous clipper, "Oriental," was the
first American vessel to enter the
West India docks under the new
regime. She made the passage from
Hongkong to London 97 days, and
earned in freight on this one occasion
nearly three-quarters on her original
cost.Up to this time the English ship-
builders were inclined to be unduly
sure of their position. The monopoly
enjoyed by the East India Company
until the expiration of its charter in
1834, and the protective effect of the
navigation laws, encouraged them in
their lack of progressiveness; and
for some time after the entry of the
American ships into China trade
they commanded the highest freights,
in the London market.

BRITISH ENTER RACE.

Competition, however, soon put the
British builders on their mettle, and
it was not long before the first British
clippers entered the field against the
American cracks. The Aberdeen-
built "Stormoway" and "Chrysolite"
were the first, and these were soon
followed by the "Challenge," which
was the first ship to dock with the new
season's harvest in 1852. About this
time the American ships began to
drop out of the trade, for various
reasons, among others a general
financial depression, the falling off in
the California gold rush, and later
the war between North and South,
which was the final blow to the boom.
Moreover, the growing use of steel
and iron in shipbuilding deprived the
American yards of the advantage
conferred by the cheap and unlimited
supply of wood. The American
clippers were all built of soft wood;
the English builders used hard woods
such as teak, before metals became
general in ship construction, hence
the much longer life of most of the
British vessels.Among the most famous of the
American clippers were the "Flying
Cloud" and "Flying Fish." The first
named made a wonderful passage of
89 days from New York to San Fran-
cisco, her best day's run being 374
knots and her average for the 89
days 222 miles. "Flying Fish" also
made some fine passages on the
same run, especially when she won
a race with another clipper, "John
Gipin," the times of the two vessels
respectively being 91 and 94 days.

A FAMILY NECESSITY.

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Lame back, lame shoulder pains in the
side and chest and rheumatic pains are
some of the diseases for which it is
especially valuable. Try this treatment
and become acquainted with its qualities
and you will never wish to be without it.
For sale by all Chemists and Store-
keepers.Of the English clippers, the most
famous was the "Thermopylae," con-
sidered by many authorities the
fastest sailing ship ever built. The
"Thermopylae" was one of the latest
of the clippers, being built in 1868,
and her finest voyage was her first,
in which she broke the record on
each passage: from London to
Australia, from Australia to China
and from China to London again.
Other celebrated British clippers were
the "Ariel" and "Sir Lancelot." The
sail span of the latter showed an
area of more than 32,000 square feet
excluding a few extra sails, such as
the now obsolete "jamie green" and
"jib-o-jib," the "Titania," "Lahloo,"
and "Taeping."

CRAFT OF BEAUTY.

Graceful lines, tall masts and
wide-spreading spars, swelling clouds
of sail—gleaming canvas in the
British clippers, snowy cotton duck in
the American—combined with deck-
fittings of glistering teak and speckless
brass, and paintwork of the glossiest
to make the China clipper a picture
of smartness and beauty. It is strange
to reflect that of all those marvels of
man's handiwork and skill, only one, so far as is known
now remains afloat to bear witness to
their bygone strength and speed.A few of the clippers survived into
the Twentieth Century, among them
the "Thermopylae," which after some
sailing between Rangoon and Van-
couver, ended her days as a floating
target off the Tagus 12 years ago.
The "Titania" was in the service of
the Hudson's Bay Company until the
closure of the last century, when she
was sold to an Italian owner, and she
was not broken up until 1910. The
once famous "Cutty Sark,"
"Thermopylae's" great rival, and in
some judgments, the faster of the two,
is sailing the seas to-day. Not long
since she visited the port of Liverpool,
under the Portuguese flag and her new
name of "Ferreira," and more recent-
ly still she put into a South African
port to refit after crossing the Indian
Ocean. Those who have seen her
lately state that she is a beautiful
ship still, and looks good for many
a year of service.—Christian Science
Monitor.You'll feel better
in the morningif at bed-time you take a couple
of Pinkettes when troubled with
constipation, "liver" sick head-
ache or biliousness. Pinkettes
act as gently as nature, are
laxative perfection because they
create no habit, and neither gripe
nor purge. They aid digestion,
increase appetite.Of chemists everywhere at 80 cts. the visit
or post free on receipt of price from the
Dr. Williams' Medicine Co.
96 Beekman Road, Shanghai

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ROSS'S BINOCULARS and TELESCOPES,

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HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

AND THE

HONGKONG HOTEL GARAGE.

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Manager.

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Mrs. BLAIR.

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and entirely under new management. Orders under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3. Telegraphic Add.: "PALACE"
J. H. OXBERRY, Proprietor.

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THEOS. G. HUTCHINGS.

KING EDWARD HOTEL

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ao, the Lift, Fan and Lighting, European

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quantities of White

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including duty.

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TELEPHONE 346

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AND
ATTRACTIVE STYLES.

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SUEDE

BUCK.

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Novelties for the Home and Office,
Dennison's Xmas Decorations.

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DER A. WING & CO.

60, Des Voeux Road, CENTRAL.

BIRTHS.

TURNER.—On March 3, 1921, at Shanghai, to Mr. and Mrs. G. A. Turner, a daughter.
DICKSON.—On March 3, 1921, at Shanghai, to Mr. and Mrs. W. J. Dickson, a daughter.
DAVIES.—On March 1, 1921, at Shanghai, to Mr. and Mrs. H. C. Davies, a son.
SMITH.—On March 1, 1921, at Shanghai, to Mr. and Mrs. Sydney Smith, a son.

MARRIAGE.

CAMERON.—On March 1, 1921, at Shanghai, John Watt Cameron, younger son of the late Alexander Cameron, and Mrs. Cameron, Baidianmains, Dalry, Ayrshire, Scotland, to Constance Craig, M.A., elder daughter of the late Rev. Robert Craig of Ardenniny, Argyleshire, and Mrs. Craig, St. Andrews, Scotland.

BRITO-RODRIGUES.—On March 3, 1921, at the Church of the Sacred Heart, Shanghai, Vicente F. Medina de Brito, of Shanghai, to Marie Josephine Rodrigues, of Hongkong.

DEATHS.

MOODY.—On February 7, 1921, on board s.s. "Rhesus" in the Red Sea, Capt. F. A. Moody, aged 37 years.
PEREIRA.—On March 1, 1921, at Shanghai, Maria Jose Pereira, in her 81st year.

The China Mail.

"COURT, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, MARCH 9, 1921.

LORD ROBERT CECIL'S
POLITICAL FUTURE.

A cynic would seize the opening afforded by the Home discussion regarding Lord Robert Cecil's political future to point out what a

juggler, a splitter of straws, we fail to see the parallel. Gladstone, when defining his position after changing parties, said that he preferred to be regarded as standing on the Liberal side of the Conservative party rather than on the Conservative side of the Liberal party. We have only to imagine the apologist standing at the judgment seat of the Deity, explaining his attitude to God, to recognize that in that position he would not presume to talk in that way. Talk of Conservatism and Liberalism to Omniscience? The thing is an unthinkable farce. In the present state of the world we want good men, rather than good Party men. It may now occur to shallow minds that the Coalition meets us half way in our scorn of Party. No informed citizen will attempt to make this claim for them. They do not really represent a genuine miscegenation, and we can see that in so far as admixture exists, it contains the worst vices of all Parties with the virtues of none. They are, as Robert Cecil has said, opportunists, and their chief concern is Place. Coalition is sound when it arrives in order to carry out some great aim which transcends Party aims, as in a great war, or other great crisis. It is then to be applauded and supported. But when, as now, its dominant object is transiently the retention of Place and Power, it has merely become a new Party, self-interest, unprincipled, consistent only in political trickery and demagoguery, satisfied to stick to the saddle regardless of whether the horse may be galloping. At present it is held against Lord Robert that he has no appreciable following in the House. That, rightly regarded, is a testimonial, not a reproach. It is a matter that will be amended when our people wake up, and change their sporting admiration for mere cleverness for appreciation of moral character. We would rather go down to defeat and obscurity at the hands of men like Woodrow Wilson and Robert Cecil than climb to success hanging by the skirts of—well, of any admit and cunning demagogue you may be fancying as your own object of hero-worship. May the Almighty quicken us after His lovingkindness, that so we may keep the testimony of His mouth. In this particular matter we would first urge a study of Caph, of Lamed, and of Mem.

THE LAMENT OF THE FICUS TREES.

(The roots of four or five trees on Morrison Hill have been cut in order to enlarge the road. Hence the following.)
Who does not know the classic words of "Woodman spare that tree." Yet some don't care or will not care, whichever it may be.
But slash at trees and hack at trees indeed most ruthlessly.
And only those with ears to hear can heed their plaintive cry.
"Oh mortals, though you leave our arms outstretching to the sky,
You cut our roots and sap our strength and later we must die.
Was it our fault that roads were cut just where we chanced to grow?
For years our lives have hampered been by man, once friend, now foe.
And in the prime of life and health we are condemned to go.
To go—why where? Our trunks, our roots may feed some heathen's flame.
Our souls—nay, do not jeer and say that Man alone can claim.
Tis Swedenborg declares that Heaven has flowers, trees, plants the same.
As on this earth. And so when we, torn down by men most blind,
Leave on the ground our once strong frames for those who will to find,
Our souls perchance will wander on and seek a Heaven more kind."
—E. D. S.

LOCAL WEDDING.

WILSON-PRIMROSE.

The wedding was solemnised quietly at the Union Church on Monday by the Rev. J. Kirk Macdonald, of Mr. Herbert Wilson of the Taihook Sugar Refinery, son of Mr. Joseph Wilson and the late Mrs. Wilson of Baileboro, County Cavan, Ireland, and Miss Barbara Primrose, daughter of the late Mr. James Primrose and Mrs. Primrose of the same town.
The bride who arrived a few days ago from Ireland was led to the altar by Mr. C. R. Wilson, while Mrs. C. R. Wilson acted as Matron of Honour.
Mr. W. Andrews of the P.W.D., performed the duties of "best man."
There was a number of the friends of the bridegroom present at the Church.
After the signing of the register, the gathering adjourned to No. 3, Broadwood Road, Happy Valley, where a reception was held.

COMPANY REPORT.

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

The report and balance sheet for the year ending December 31, 1920, to be presented to the shareholders at the ordinary yearly meeting to be held in the Company's town office, Queen's Buildings, Victoria, Hongkong, on Tuesday, March 29, 1921, at noon, is as follows:—
Gentlemen.—The Directors beg to submit their Report and Balance Sheet for the year ending December 31, 1920.

The Gross Profit for the year is \$4,385,189.14
After paying Interest 20,884.30
and depreciating Plant, &c., by 1,442,734.63
and paying a Bonus to Staff of 110,000.00

there remains a net profit of \$2,811,570.21
and adding amount brought forward as per last Report 976,045.62
less Interim Dividend paid October 11, 1920, 240,000.00

leaves available a sum of \$3,547,615.83
which the Directors recommend to be appropriated as follows:—

To pay a Final Dividend at the rate of 10% per annum of \$5.00 per share \$300,000.00
To pay a Bonus to Shareholders of \$11.00 per share 660,000.00
To transfer to Reserve Fund 837,615.83
To carry forward to new account \$3,547,615.83

DIRECTORS.

In accordance with Article No. 90 of the Company's Articles of Association, the Hon. Mr. John Johnstone and Mr. G. M. Dodwell retire by rotation, and offer themselves for re-election. Mr. G. W. Barton retired from the Board in leaving the Colony, and Mr. H. P. White was invited to join the Board in his place. Sir Robert Ho Tung was also invited to join the Board and these appointments require confirmation at this meeting. Mr. A. S. Sorensen resigned on leaving the Colony.
Mr. H. P. White has been appointed Chairman for the year 1921.

AUDITORS.

The Accounts have been audited by Mr. H. Percy Smith, F.C.A., and Mr. A. R. Lowe, F.C.A., who retire and offer themselves for re-election.
JOHN JOHNSTONE,
Chairman.

Hongkong March 7, 1921.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1920.

To Interest 20,884.30
To Amount written off Plant Land and Buildings 1,442,734.63
To Bonus to Staff 110,000.00
To Balance, as per Balance Sheet 4,385,189.14

By Balance of Working Account \$4,451,712.82
Less Rates and Taxes 21,737.73
Crown Rent 16,345.35
Insurance 12,553.64
Directors and Auditors' fees 16,086.96

Profit and Loss Account 65,523.68
\$4,385,189.14

BALANCE SHEET: DECEMBER 31, 1920.

LIABILITIES.
Nominal Capital 60,000 shares of \$50 each \$3,000,000.00
Issued Capital 60,000 shares at \$50 each, fully paid up \$3,000,000.00
Debentures:
Nominal 2,000 of \$1,000 each 2,000,000.00

Issued 1,000 of \$1,000 each 1,000,000.00
Reserve Fund, per last A/c 1,500,000.00
Add Transferred from Profits 1919 A/c 750,000.00

Marine Insurance Fund, per last A/c 81,698.69
Sundry Creditors 2,789,327.89

Profit and Loss Account:
Amount brought forward from last Account 2,386,045.62
Less Final Dividend paid March 29, 1920 240,000.00

Bonus to Shareholders 400,000.00
Transferred to Reserve A/c 750,000.00
Interim Dividend paid October 11, 1920 240,000.00

1,650,000.00
Add Profit for year ending December 31, 1920, as per above statement 2,811,570.21

3,547,615.83
\$12,668,642.41

ASSETS.
Value of Kowloon, Cosmopolitan and Aberdeen Docks, buildings and plant, including floating plant as at 31.12.19 as per last statement \$4,298,389.28
Additions during 1920 1,851,449.78

6,149,839.06
Less written off 1,442,734.63

\$4,707,104.43
2,720,833.11

Sundry Debtors:
Material in Stock and in transit at book value, and work in progress at amount expended thereon, with a fair percentage for establishment charges on same, less instalments received on account 5,240,704.87

\$12,668,642.41

Kowloon Docks, March 7, 1921.

JOHN JOHNSTONE, Directors.
H. P. WHITE.

We report that we have examined the above Balance Sheet dated December 31, 1920, with the books and accounts of the Company and have obtained all the information and explanations we have required.

In our opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the Company's affairs according to the best of our information and the explanations given us, and as shown by the books of the Company. The work in progress entered at the amount expended thereon, with a fair proportion of establishment charges, and the value of material on hand, are certified by the Chief Manager.

The allocation of expenditure shown on fixed assets has also been certified by the Chief Manager.

H. PERCY SMITH, F.C.A., Auditors.
A. R. LOWE, F.C.A.

March 7, 1921.

SPORT.

BILLIARDS.

HO KONG TONG CUPS.

Last night's play at the Palace Hotel, Kowloon, in connection with the tournament for the above cups resulted in G. Thomas (100) defeating Ho Salman (150) 250-180; and R. Thomas (175) beating F. E. Silva (200) 250-223.

The best breaks of the evening were:—G. Thomas, 25, 19, 16; Ho, 22, 19, 16; R. Thomas, 20, 19, 18, 15, 16; and Silva, 36, 24, 17, 15, and 15.

TO-NIGHT'S GAMES.

To-night the following games will be played:—
6 p.m.—T. B. Golding (300) v. Wong Po-hong (200).
9 p.m.—J. Parkes (200) v. Sergeant Major Stroud (200).

TENNIS TOURNAMENT.

At the Hongkong Cricket Club yesterday, three open events were played off. Two of these provided very close games, and the crowd assumed much greater proportions than on any previous day.

OPEN SINGLES.

A. KAWAGUCHI v. A. A. RUMJAHN.

The match went to the full five sets, and it was only by playing almost into the twilight that a decision was reached. Both players started strongly, and some hard driving was seen, especially on the part of the Japanese, whose "loop drive" was much in evidence and puzzled Rumjahn by its peculiar bound. Kawaguchi uses a poke backhand which he even occasionally undercuts, and the comparatively low bounce of this makes his forehand all the more hard to take by the difference. The Japanese went well away in the first set, getting to 5-2, but Rumjahn pulled up gamely, only to lose the set at 8-6. He took the next, however, fairly easily at 6-3, making it one set all. The Japanese was firing very visibly, for Rumjahn was placing on to the side-lines with accuracy. The third set went to the Japanese at 6-4, but Rumjahn equalised with 6-4, and the fifth set became necessary. The light was falling rapidly, and the slowness of Kawaguchi in taking up his position made one fear that there would have to be a continuation of the next day. However, Rumjahn, having run his opponent off his feet, took the score to 4-1, only to get an attack of cramp which seemed to worry him, for he lost the next game, making it 4-2, with the Japanese smashing fiercely. Rumjahn's cramp got better, however, and with his opponent very slow on his feet he took the next two games and the set at 6-2, three sets to two. Rumjahn played steadily, but his tactics were not of the best, his cuts not being kept up consistently until the last set. Kawaguchi played a good game, some of his smashes reminding one of Tanaka.
Score to Rumjahn: 6-8, 6-3, 4-6, 6-4, 6-2.

OPEN DOUBLES.

S. RUMJAHN AND O. RUMJAHN v. MAJOR H. M. EDWARDS AND R. TOWNSEND.

This match was a replay from the previous week, when the match was stopped on account of light at two sets all. Yesterday, Edwards and Townsend played a better game and the Rumjahns had lost the art of lobbing. They lost the first set by bad play, and had combination, but took the second easily during a lapse on the part of Edwards and Townsend. Despite the remarkable recoveries of the Rumjahns, the English pair got in many fine smashes which seemed to encourage them, and playing well together they took the next set after a hard fight and got well into the fourth before they were stopped. Then the Rumjahns held them at 4-3, and an interminable series of deuces occurred in the struggle for this decisive game. After some time a couple of smashes by the English gave them the game, and the task of climbing from 5-3 proved too much even for the Rumjahns, though they tried to save everything.
Score to Edwards and Townsend: 6-3, 6-4, 3-6, 6-3.

OPEN DOUBLES.

M.D.C. SANDBERG AND C.C. ZEVEYIN v. B.W. BRADBURY AND E. FINCHER.

This match was a victory for the Civil Service pair, who did not have to extend themselves greatly to achieve this. Fincher was apparently lazy and Bradbury did most of the work. His tennis is of a peculiarly solid sort, and backed up the artistic strokes of his partner effectively. Fincher stands on the service line when his partner is serving, which makes for many half-volleys and precludes hard smashes. He might alter this with advantage to himself. The effort of running back for a lob is more than compensated for by the increased power of offence. Score to Bradbury and Fincher: 6-2, 6-3, 6-0.

HOME FOOTBALL.

LONDON COMBINATION.

Results to Saturday, Jan. 22 (Inclusive).

Goals	P. W. L. D. F. A. Pts.
West Ham United	14 4 6 13 33 34
Tottenham Hot.	14 12 7 6 31 33 33
Fulham	13 13 7 6 39 36 33
Queen's Park R.	10 10 3 4 27 35 30
Millwall Athletic	8 7 4 30 31 26
Crystal Palace	23 8 10 4 30 33 30
The Arsenal	10 8 8 8 33 33 28
Chelsea	8 13 10 0 44 35 16
Clapton Orient	20 10 10 4 37 50 16
Brentford	2 16 4 14 72 8

THE LEAGUE.

Results to Saturday, Jan. 22 (Inclusive).

Goals	P. W. L. D. F. A. Pts.
Barnley	24 16 3 5 33 33 37
Newcastle United	24 13 6 5 47 26 31
Bolton Wanderers	23 11 6 9 48 29 31
Manchester City	24 13 7 4 40 30 30
Everton	22 10 6 10 41 33 30
Liverpool	24 11 6 7 41 33 29
Middlesbrough	14 11 6 7 31 31 29
Tottenham Hot.	24 11 9 4 35 35 28
The Arsenal	24 10 7 7 37 35 28
Manchester United	23 11 9 3 39 28 28
Aston Villa	25 10 10 5 41 33 28
Preston N. E.	24 10 10 4 35 33 23
W. Bromwich Ath.	23 7 7 9 31 38 23
Chelsea	24 8 9 7 31 38 24
Blackburn Rovers	24 7 9 8 30 38 23
Sheff. Wed.	24 7 9 8 30 38 23
Bradford City	23 7 9 7 33 34 21
Huddersfield T.	26 7 12 3 30 30 20
Sheff. United	27 4 13 10 34 43 18
Oldham Athletic	24 3 12 9 34 35 16
Derby County	24 3 12 10 34 34 16
Bradford	24 4 13 5 36 43 13

DIVISION II.

Results to Saturday, Jan. 22 (Inclusive).

Goals	P. W. L. D. F. A. Pts.
Birmingham	24 13 6 3 33 33 33
Cardiff City	24 13 4 7 37 30 33
Bristol City	24 12 5 7 39 17 31
Blackpool	23 13 7 3 32 31 31
South Shields	24 12 6 6 41 32 30
Leeds United	23 11 9 3 39 28 28
Scots County	24 9 7 8 31 34 28
Northampton Forest	24 9 7 8 31 34 28
Bury	24 9 8 7 31 34 28
Clapton Orient	24 9 9 6 38 28 24
Leicester City	24 9 8 7 31 34 24
Pole Vale	23 8 7 8 31 34 24
Wolverhampton W.	24 10 11 3 31 35 33
Stoke	24 8 10 6 31 37 23
Hull City	24 8 9 7 31 37 21
Fulham	24 7 10 7 31 37 21
Barnley	24 7 10 7 31 37 21
The Wednesday	24 6 14 5 19 35 17
Coventry City	24 6 13 6 21 32 16
Stockport County	24 3 17 4 21 39 10

DIVISION III.

Results to Saturday, Jan. 22 (Inclusive).

Goals	P. W. L. D. F. A. Pts.
Crystal Palace	25 14 6 5 39 23 33
Southampton	24 18 4 3 42 18 32
Swindon Town	23 18 5 6 50 21 32
Queens Park R.	24 12 7 5 41 32 29
Wid. Albion	23 13 7 3 39 24 29
Millwall Athletic	24 12 8 4 38 20 28
Merthyr Town	23 9 8 6 32 24 28
Luton Town	24 10 8 6 40 38 26
Swansea Town	24 8 10 28 23 26
Plymouth Argyle	24 8 10 28 23 26
Exeter City	24 8 10 28 23 26
Northampton	24 10 10 4 33 29 24
Bristol Rovers	23 9 10 4 33 29 22
Grimby Town	24 8 10 6 32 25 22
Newport County	24 8 10 6 32 25 22
Reading City	24 9 10 5 31 27 30
Southend United	25 8 13 4 23 24 20
Reading	24 8 13 3 28 36 19
Brighton & H.A.	24 6 11 7 24 40 18
Brentford	24 11 7 24 40 18
Portsmouth	23 10 7 24 40 18
Gillingham	23 13 7 21 35 13

NORTHERN LEAGUE.

Results to Saturday, Jan. 22 (Inclusive).

Goals	P. W. L. D. F. A. Pts.
Darlington R.	16 10 3 3 31 16 33
Crook Town	13 9 3 2 31 16 30
South Bank	12 9 3 2 32 17 27
Stockton	12 9 3 2 32 17 27
Willington	14 7 6 5 29 23 16
Bishop Auckland	9 7 1 1 31 14 15
Exton United	14 6 5 4 21 24 14
*Tow Law	14 5 4 5 19 18 13
Lansley Park	11 6 4 2 25 20 12
Zeh Winding	11 2 4 4 18 10
Radcliffe	15 3 10 2 17 37 8
Stanley United	15 2 10 3 24 27 7
Scarborough	14 1 13 1 14 34 3
Grange Town M.C.	11 1 10 4 3 3

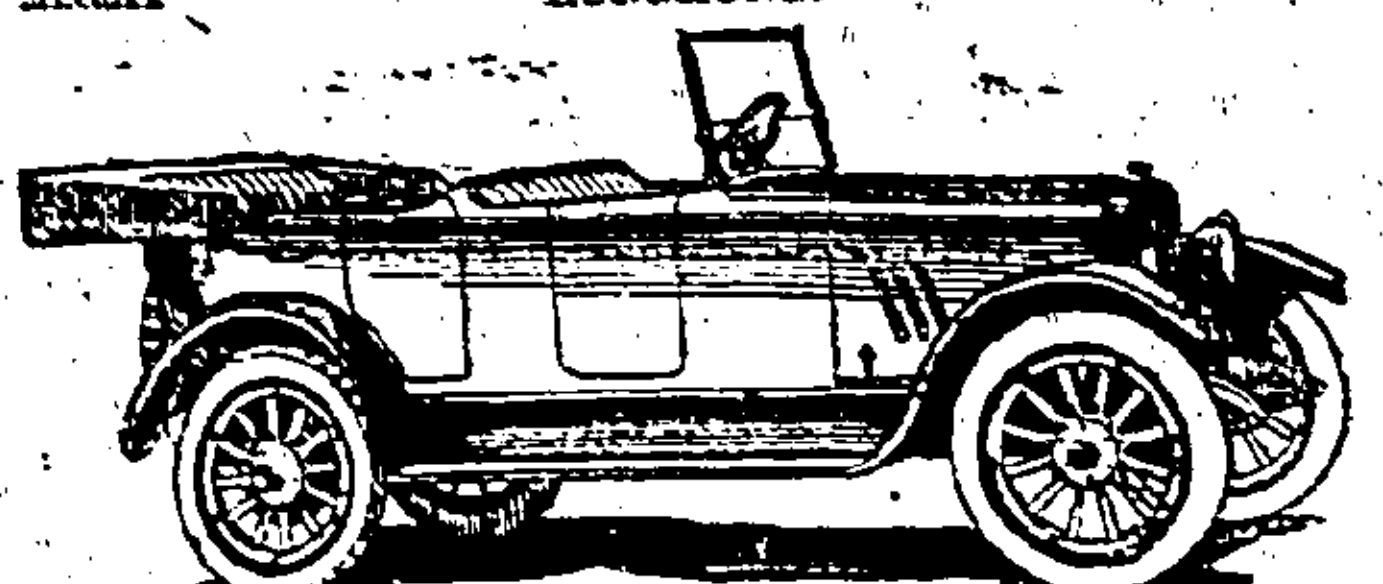
SOUTHERN LEAGUE.

Results to Saturday, Jan. 22 (Inclusive).

Goals	P. W. L. D. F. A. Pts.
Portsmouth Res.	13 8 1 3 22 8 19
Southampton Res.	14 7 2 5 39 19 19
Millwall Reserves	7 3 3 3 13 17 17
Boca Boca	13 7 3 3 13 17 17
Reading Reserves	14 7 6 1 28 16
Brighton Res.	11 6 3 2 30 18 14
Luton Res.	15 4 5 6 23 26 14
Gillingham Res.	12 4 6 2 23 18

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LOCAL AND GENERAL.

Six Chinese cases of cerebro-spinal fever, two of which were fatal, were reported yesterday.

We understand that the second annual Diocesan Conference of the Diocese of Victoria, Hongkong, took place yesterday.

The Living Buddha is reported by the Peking Leader to be purchasing enormous quantities of ammunition and cartridges to strengthen his position.

Japanese capitalists are reported to have in contemplation the organization of a huge coal-mining company in Shantung. The initial capital is said to be \$6,000,000.

The engagement is announced between Mr. H. Gordon Baxter of the Chartered Bank, Hongkong, and Miss Dorothy Farmer, only daughter of Mr. and Mrs. Wm. Farmer, of Sharnen, Canton.

The Chinese authorities "cannot see their way clear" to grant permission to proprietors of former bar-rooms and dance-halls in the "Trenches" to reopen as cafes and theatres as "there is very little difference between them," states the Chinese press.

Thus the N.C.D. News of March 3.—The February heat wave: last Sunday the thermometer rose to over 83 and Sicauei said that no such heat had been recorded by it in February since 1875. Yesterday for about two hours from noon there was a considerable fall of snow. The March heat wave.

At the V.R.C. on Monday night, the Hon. Mr. Claud Severn was presented with a silver rose bowl mounted on a "blackwood" stand, to mark his recent wedding. The gift was made, on behalf of the Committee of the Club, by Mr. W. Logan, who referred to the deep interest Mr. Severn had always shown in the V.R.C.

There are all sorts of ways of expressing affection. The *Mainichi* reports the case of a policeman at Hiroshima who fell in love with a restaurant maid, and, when she seemed cold, endeavored to convince her of his passion, and mayhap light an answering flame by thrusting her in the calf of the leg with his official sword. The local procurator is making investigations, says the *Japan Chronicle*. He might go further and issue a manual on how to make love.

Mr. H. E. Morton, City Engineer, Melbourne, who has returned from a world tour, says that of 65 nights which he spent in New York he was in a position to get liquor in hotels and clubs, had he so desired it, on 62 of them. "The carrying out of the prohibition law seems to be neglected," he said. "I am informed that men in New York are making more money from the illicit sale of drink than some contractors made out of the war. The sordid side of drink is not so apparent, for the simple reason that only the wealthy can afford to pay 8s. for a whisky and soda."

As reported in a special wire to the *China Mail*, Mr. J. H. Humphreys, the British Agent at Trengganu was given a rousing send off from that State on the occasion of his departure to Singapore en route to England, on leave, but unfortunately the festivities were crowned with a terrible disaster resulting in the loss of five lives owing to the capsizing of the surf boat off the Bar. Four of the prominent Townsfolk of Trengganu including Mr. Ang Soon Huat and also Mr. Harry Gild's mandor lost their lives. Mr. Humphreys, who was also on the boat, was saved, but he had the misfortune to lose all his belongings.

The Nippon Yusen Kaisha has declined with thanks to take over the "Cap Finisterre," one of the German "reparation" ships. It is rumored that this ship, which has a net registered tonnage of 14,500, with a displacement of about 30,000 tons, is entirely different from Japanese ships in many points of construction, and furthermore requires 400 tons of coal a day. Other ships, the "Kleist," "Bielefeld," and "Normania," all of which have been handed over to the same company, are already allotted to the various runs on which they will be engaged. It may be mentioned that the same trouble has been experienced with some of the German ships taken over in England.

CORRESPONDENCE.

HONGKONG BOY SCOUTS.

[To the Editor of the "China Mail."]

Sir,—The following gentlemen have very generously given or promised contributions to the Hongkong Boy Scouts' Association:

Sir Paul Chater \$ 500
Sir Robert Ho Tung 500
Mr Ho Pook 500
Mr Kwok Shiu Lau 500
Mr Lau Chu Pak 500
Mr Ho Kom Tong 500
Mr Li Wing Kwong 250
Sir Ellis Kadoorie 220
Mr H.M.H. Nematze 200
Mr Chin Kung Yue 100
\$3,770

Mr. Ho Kom Tong has in addition given further proof of his interest in the Scout movement by undertaking to equip the Scouts of Sai Ying Pun School.

Mr. Lau Chu Pak has also very kindly undertaken to assist in collecting further funds for the Association. Col. Bowen, the Commissioner, being furnished with the sinews of war hopes to make the Scouts Association an efficient and useful section of the community.

Will any gentlemen desiring to assist please communicate with Mr. Lau Chu Pak or the Hon. Treasurer?

A. O. BROWN,
Hon. Treasurer.

HONGKONG AFFAIRS.

QUESTIONS IN PARLIAMENT.

WIRELESS AND "SLAVERY."

In the House of Commons on November 9, Lieut.-Colonel J. Ward asked the Under-Secretary of State for the Colonies whether any reply had been sent to the Communication addressed to the Secretary of State for the Colonies on April 23, 1919, by the officer administering the government of Hongkong urging the construction of a high-power wireless telegraph station for commercial purposes; and, if so, what was the nature of the reply.

The Under-Secretary of State for the Colonies (Lieut.-Colonel Amery): The question of wireless facilities at Hongkong is intimately connected with the general question of wireless communication within the Empire. A copy of the Report of the Imperial Wireless Telegraph Committee (Cmd. 777) has been sent to the Governor in reply to the despatch referred to, as any local proposals must obviously be affected by the general scheme.

TREATMENT OF CHILDREN. Lieut.-Colonel J. Ward asked the Under-Secretary of State for the Colonies whether his attention had been drawn to a report appearing in the *Hongkong Weekly Press* of Aug. 7 last, describing the terrible tortures inflicted upon two slave girls by their owner; whether he has received any reply from the Governor of Hongkong as to the possibility of requiring all children who are bought and sold in that Colony being subject to registration and visitation as some protection against ill-usage at the hands of their owners; and, if so, what action does he propose to take in this matter?

Lieut.-Colonel Amery—Yes, Sir; I have read the report, from which it appears that two servant girls were brutally ill-treated by their Chinese mistress. The Chinese woman was duly brought to justice, and the children were removed from her custody and placed in the institution known as the "Place of Safety." As regards the rest of the question, I would refer the hon. and gallant Member to the reply given on November 4 to questions by the hon. Member for Poplar, South, and the hon. Member for Spenn Valley.

The following day, Dr. Murray asked the Under-Secretary of State for the Colonies whether he was prepared to give an assurance to the House that children and girls were not being openly bought and sold in the Colony of Hongkong.

The Under-Secretary of State for the Colonies (Lieut.-Colonel Amery): Yes, Sir. I have described the nature of the actual transactions in the reply given to questions on this subject by the hon. Member for Poplar, South (Sir A. Yeo) and the hon. Member for Spenn Valley (Mr. Myers) on November 4.

Dr. Murray: Is it not a fact that the practice of slavery is increasing under this Government in many parts of the Empire?

Lieut.-Colonel Amery: No.

HOMUNTIN TRAGEDY.

ENQUIRY INTO EXPLOSION.

"INSUFFICIENT PRECAUTIONS."

At the Magistracy yesterday afternoon, before Magistrate Orme, in his capacity as Coroner, and a jury composed of Messrs. F. H. Smith, R. A. Green and C. T. Ewleigh, the enquiry into the circumstances attending the death of thirty Chinese who lost their lives in the recent explosion at the Hoi San Firecracker Factory, at Homuntin, was concluded.

After evidence had been completed, the Coroner, in summing up said that it was hopeless to try and ascertain the cause of the explosion, and in the circumstances he thought that it would be better for the jury to concentrate on the adequacy of the precautions taken against such an occurrence.

The jury retired for a while and on returning expressed the opinion that the precautions taken by the management of the factory were not sufficient to mitigate the severity of the explosion.

YESTERDAY'S EVIDENCE.

The first witness called at the resumption yesterday afternoon was Woo Lok, a foreman employed at the factory who stated that on the day of the explosion he was in the left wing teaching some of the female workers how to string the crackers together. They usually finished work at 5.30 p.m. Of sixty-four women working under him, forty were employed to tie-up filled crackers. Ten were inserting fuses, eight were putting empty paper tubes into holes on a tray while the remainder were powder fillers. The explosion took place at 2.30 p.m. and up to that time work in the factory was going on as usual. During the work, the powder flew about the workshop, and some got on the spoons and working benches as well as the faces and hands of the workers. He used an iron hammer on the 25th to prise the spoons from the benches and forgot to take it away after he had finished. He left the hammer on one of the benches at 2.15 p.m. He always did the work with such thoroughness that he had no reason to believe that the workers used the hammer on the spoons, but on the day in question he could not say if they did so. At 2.30 p.m. while standing in front of the bench on which he placed the hammer, he suddenly saw a big column of black smoke which filled the room. The smoke was not preceded by any sound. He turned round and saw a stampede among the workers. He next heard a big explosion and the rattle of fire-crackers which seemed to have taken place in the whole of the building. The roof of the left wing fell in and he jumped out of the premises in the nick of time thus avoiding the falling debris. So far as he knew no hammer or scissors were dropped on the floor that afternoon. There was no loose powder in the workshop, except what had been split. There were at the most one hundred packages of finished crackers in both wings. There were no files in the room. He could not account for the origin of the explosion.

The Coroner, at this stage, commented on the disappointing nature of the enquiry in view of the unsatisfactory evidence given by the witnesses, and expressed the opinion that further evidence of a nature similar to that already taken would be of little help to the Court.

The jury asked the witness what first attracted his attention before the actual explosion.

The witness said that he first heard a commotion and saw people running out of the premises.

The Coroner said that one defect in Chinese witnesses was that they did not give the exact facts and exercised their imagination.

The foreman of the jury wished to know what was the cause of the previous explosion.

Inspector Murphy replied that the cause was attributed to the storage of loose powder in the workshop, but since the last explosion the workers were ordered to be searched and the powder kept in an isolated magazine.

Answering the jury, the witness said there were several cases of finished crackers on the premises on the day of the explosion. The factory produced between twenty and forty cases of crackers a day.

A female searcher of the factory explained the routine. Before the search she closed one of the doors at the gate and searched the workers individually. The workers were searched four times a day. She did not find anything. In the morning the operatives were searched for matches and cigarettes. The object of the search in the afternoon and at noon was to prevent pilfering. The search occupied over an hour.

Further action is being taken by the French authorities with a view to the closing of lottery establishments this month. In this connection, the Chinese press mentions that the police visited a certain establishment at which "forbidden goods" (opium) were believed to have been sold, and they found that "opium" to the value of over \$100,000 had been removed "to a certain settlement." A splendid example of cautious journalism, comments the *N.C.D. News*.

CHINA COAST.

OFFICERS AND ENGINEERS.

LATEST CHANGES.

The following changes are recorded in the latest issue of *Shipping and Engineering*—

Mr. M. E. Steel, from reserve, has gone second officer, "Shantung."
Mr. P. Agnew, chief engineer, "Shenking," has gone chief engineer, "Woosung." Mr. I. Roberts, from reserve, has gone chief engineer, "Shenking."

Mr. J. Henderson, second engineer, "Fengtien," is on reserve. Mr. J. Johnston, from reserve, has gone chief engineer, "Fengtien." Mr. J. B. S. Nacator, acting chief engineer, "Fengtien," has gone second engineer, same ship.

Mr. R. G. Palmer, chief officer, "Tuckwo," has gone chief officer, "Waishing."

Mr. T. A. Lupton, superintending second officer, "Loongwo," has gone second officer, "Wosang." Mr. R. Evans, second officer, "Wosang," is deceased.

Mr. A. F. Johnson, from leave, has gone chief officer, "Luenho." Mr. R. Fox, chief officer, "Luenho," is on leave.

Mr. W. M. H. Adams, from reserve, has gone third engineer, "Koonshing." Mr. W. Murray, third engineer, "Koonshing," has signed off.

Mr. G. G. Patterson, from leave, has gone chief engineer, "Kingsing." Mr. J. Miller, from leave, has gone chief officer, "Kiangteen."

Mr. Sundio, chief officer, "Hsin-kong," has gone chief officer, "Kiang-king."

Mr. H. Appleby has been appointed second officer, "Kiangyu."

Mr. P. F. Kasmenko has been appointed fourth engineer, "Kiangang." Mr. A. F. Knox has been appointed third engineer, "Kiangang."

Mr. G. Harris has been appointed second engineer, "Pariot."

SOUTH CHINA.

INDUSTRIAL DEVELOPMENT.

DR. SUN YAT SEN'S PLANS.

It has long been one of the plans of Dr. Sun Yat-sen to have certain mines and industries operated by the Government from which it is hoped the following benefits will result.

1st. They will become an important source of revenue to the Government.

2nd. They will bring into the home market a supply of raw materials which are essential for the existence of the many manufacturing industries which, China, by virtue of her abundant labour is especially able to support, and they will bring with them all the usual community benefits which attach to all large industries.

With these plans in view the Government has appointed Mr. Samuel S. Wong as technical adviser on industrial matters and Mr. M. B. Yung as consulting-engineer in mining matters in the Ministry of the Interior.

Mr. Wong is a consulting chemist in Hongkong, and a graduate of Harvard University, St. Laurence University and Pratt Institute of Technology in industrial chemistry. He was a former chemist of the Bethlehem Steel Co., Smet-Salvay Co., The N.Y. State Experiment Station, Luiley & Co., and the Stannely Aniline Chemical Works.

Mr. Wong will assist the Government to develop the various industries in China and to reorganize the present Government industrial plants. Mr. M. B. Yung is a graduate of Yale and Columbia Universities with ten years' practical experience with American mining companies operating in New Mexico and Cuba and another ten years' experience in China.

He feels that there is an unusual opportunity at present to produce coal profitably in South China and is confident of satisfactory results if he can carry out his plans.

In connection with their office the Government will establish for these two engineers a laboratory fully equipped to do all organic and inorganic work.

G. R.

COLONIAL SECRETARY'S DEPARTMENT.

No. 5. 57.—It is hereby notified that sealed tenders in duplicate, which should be clearly marked "TENDER FOR QUARRIES," will be received at this Office until Noon on MONDAY, the 14th day of March, 1921, for the letting of the undermentioned Granite Quarries at Hongkong and the New Territories, for a period ending 31st December, 1921, or, as an alternative, for a period ending 31st December, 1923.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum as stated in the schedule hereunder opposite to each quarry, as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the tenderer refuses to carry out his tender and comply with the conditions hereinafter contained, should the tender be accepted.

The Government does not bind itself to accept the highest or any tender. Forms of tender can be obtained from the Director of Public Works.

PARTICULARS OF THE QUARRIES.

Quarry Lot No.	Approximate Area in Acres.	Upset Annual Crown Rent.	Deposit with Tender.
Too Tee Wan No. 1	1.84	\$200.00	\$30.00
Ab Kung Ngam No. 2	.93	\$1,300.00	\$100.00
Chai Ewo Liang No. 31	1.60	\$180.00	\$20.00
Ngau Tan Kok No. A/24	1.75	\$230.00	\$30.00

SPECIAL CABLES.

PROSPEROUS SHANGHAI COMPANY.

PAYS 80 PER CENT.

[China Mail Special.]

SHANGHAI, March 9. The annual meeting of the New Engineering Shipbuilding Works disclosed a record year. A twenty per cent dividend and a sixty per cent bonus were declared, and large appropriations passed for future enterprise.

SHANGHAI TEAMS.

MUNICIPALITY AND FRENCH COMPANY.

[China Mail Special.]

SHANGHAI, March 9. The municipal ultimatum to the French tramways to improve these public utilities expires to-day. Wednesday, but has again been extended pending the arrival of a special representative of the company, who has already left Paris for the purpose of effecting reforms.

INTERESTING SHANGHAI LITIGATION.

NAVY LEAGUE AND RIGHT OF WAY.

[China Mail Special.]

SHANGHAI, March 9. Interesting land litigation has commenced in the British Supreme Court. Sir Everard Fraser and Mr. Brooke Smith, chairman of the municipal council, are jointly suing the Navy League Mr. A. L. Anderson, to recover a right of way respecting certain lands. The case is exciting considerable interest.

KINEMA NOTES.

HONGKONG THEATRE.

Another beautiful Star is appearing on the screen at the Hongkong Theatre to-night, Miss Elsie Ferguson, in "The Song of Songs," a splendid Paramount picture in five parts, together with new comedies.

TO-DAY'S ADVERTISEMENTS.

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE.

TRAMS will run between KENNEDY ROAD and BARKER ROAD STATIONS only until further notice.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, March 9, 1921.

UNIVERSITY OF HONGKONG.

MATRICULATION & SENIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that the above EXAMINATIONS will commence on MONDAY, June 6th, 1921. Forms of entry and copies of the new regulations and syllabus can be obtained on application to the Registrar.

Each entry form duly filled in must reach the Registrar together with a fee of \$15. (Hongkong currency) on or before April 2nd, 1921.

The Ignes Sores Scholarship tenable in any Faculty by Portuguese Students from Hongkong or Macao, of the annual value of \$800.00 will be awarded on the results of this Examination.

Copies of past Examination papers including those set in December 1920, can be obtained from the General Office, Hongkong University, Price \$0.50 per copy.

N. TEESDALE MACKINTOSH,
Registrar.
Hongkong, March 9, 1921.

NOTICES.

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"DILWARA"	5,400	10th Mar. at Noon	Singapore, Colombo & Bombay
"KARMA"	9,000	18th Mar. at Noon	MASSILLAS, LONDON & A'warp
"KASHMIR"	9,000	26th Mar. at Noon	MASSILLAS, LONDON & A'warp
"KASHMIR"	9,000	3rd Apr. at Noon	MASSILLAS, LONDON & A'warp

BRITISH INDIA-APCAR SAILINGS (South)

"ARRATON APCAR"	4,510	17th Mar. at Noon	Calcutta, via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,530	10th Mar. at Noon	Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"EASTERN"	4,600	18th Mar. at Noon	

SAILINGS TO SHANGHAI & JAPAN

"NANKIN"	7,000	12th Mar. at 10 a.m.	Shanghai, Moji and Kobe.
"GREGORY APCAR"	4,648	12th Mar. at 10 a.m.	Shanghai and Kobe.
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NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

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TOYAMA MARU (omit. Manila) ... Friday, 12th Mar., at 11 a.m.

KASHIMA MARU (omit. Manila) ... Wednesday, 20th April, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

ELEIST MARU ... Friday, 11th Mar., at 11 a.m.

MUSHIMA MARU ... Friday, 18th Mar., at 11 a.m.

SADO MARU ... Friday, 1st Apr., at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU ... Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU ... Friday, 11th March.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Monday, 28th Mar., at 11 a.m.

NIKKO MARU ... Tuesday, 14th Apr., at 11 a.m.

NEW YORK via Suez.

AKITA MARU ... Tuesday, 22nd March.

SOUTH AMERICAN PORTS via Cape.

WAKASA MARU (Sailing from Singapore) ... Friday, 29th April.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 17th March.

CALCUTTA MARU ... Saturday, 26th March.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU ... Tuesday, 22nd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Tuesday, 14th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HEIKO MARU ... Tuesday, 15th March.

INABA MARU ... Friday, 18th Mar., at 11 a.m.

NAGATO MARU ... Monday, 21st March.

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HARBOR TELEGRAMS

(Reuter's Service to the China Mail.)

ALLIES' FORCES OCCUPY DUSSELDORF.

—London, March 8th.

The briefest period has elapsed between the breakdown of the conference and the carrying out of the military part of the sanctions, for Reuter's Paris correspondent announces that, according to semi-official information from Dusseldorf, last night the first French detachments marching on Dusseldorf have arrived at Benrath on the border of the occupied regions.

Reuter's Berlin correspondent confirms this. A British detachment from Cologne in the neighbourhood is to participate in the occupation. General Degoutte is in supreme command.

[Benrath is a small village 6 miles south-east of Dusseldorf.]

Paris, March 8th. Dusseldorf was occupied at dawn by the Allies, who advanced in the night and were transported by lorries and a flotilla of boats.

The British contingent consisted of cavalry and tanks, the Belgian contingent of infantry, and the French contingent of cavalry, infantry, engineers, artillery, and armoured cars.

While the Belgians crossed the Rhine bridge, the British and the French marched along the right bank from the Cologne bridgehead, entering Dusseldorf from the south-east.

General Degoutte's headquarters have been transferred to Neuss, a town on the left bank of the Rhine, 34 miles S.W. by W. Dusseldorf.

[Dusseldorf is 22 miles below Cologne, on the right bank of the Rhine, and is the most convenient station on the Rhine for the manufacturing districts of Elberfeld and Barmen. Population, about 200,000.]

Herren Ebert and Fehrenbach have issued a proclamation which protests against "the unprecedented and unjustifiable demands which our opponents in the World War have sought to impose on ourselves, our children and grand-children. Honour and self-respect forbid us from signing the contract, which the work of generations would not suffice to execute."

The proclamation declares that the occupation of further German territory is a breach of the Treaty of Versailles. It says, "We are defenceless and unable to oppose, with force, but can cry out so that all still recognising the voice of righteousness may hear that Right is being down-trodden by Might."

The proclamation exhorts the German people "to meet foreign violence with dignified calm and a lofty front, and not to be provoked into thoughtless acts, but endure and trust the Government, which will not rest till foreign Might yield to Right."

Paris, March 8th. The Daily Telegraph's diplomatic correspondent, in course of a survey of Mr. Lloyd George's projected negotiations (mentioned yesterday) mentions that Baron Hayashi, speaking feelingly and deliberately, recognised the justice of Mr. Briand's contention as regards the necessity of applying force. This is the first time he points out that Baron Hayashi has differed from the British standpoint of reluctance to resort to military penalties until the utmost limits have been exhausted in securing an agreement.

Paris, March 8th. The papers comment favourably on President Harding's message. It is especially noticed that the message sets to naught Germany's hope of the intervention of the United States in her favour. —Havas.

LEAGUE OF NATIONS.

—Paris, March 8th.

The Brazilian Ambassador, Senhor Da Cunha, is to continue as president of the Council of the League of Nations. —Havas.

London, March 8th. The Times' New York correspondent understands that President Harding has definitely decided to send seven commissioners, probably headed by Senator Elihu Root to London to ascertain if the Allies are willing to agree to the inclusion of the United States in the Association of Nations on terms definitely including any obligation on the part of the United States to guarantee the peace of Europe.

RISINGS IN RUSSIA.

—London, March 8th.

Reuter's Helmsingford correspondent says Kronstadt has begun to bombard Petrograd following on the ignoring of the Kronstadt Revolutionary Government's ultimatum to the Soviet.

Petrograd is silent, but some Soviet fort batteries on the Finly Gulf are replying, although the fortress Kransaya gorka is firing in the direction of Petrograd where numerous fires are raging and they are observable from the Finnish border.

It is reported that rebels have captured Oranienbaum Fort. The Reds have retired to Gatchina, where they are strongly concentrating.

EDINBURGH UNIVERSITY STUDENTS.

—Paris, March 8th.

Thirty-four medical students from the University of Edinburgh have arrived in Paris for a course of studies. —Havas.

TURKS OCCUPY BATUM.

—Constantinople, March 8th.

It is reported that the Kemalists have occupied Batum.

M.C.C. TOUR.

—Brisbane, March 8th.

The Marylebone Cricket Club defeated a Seventeen of Benalla by an innings and 101 runs.

The M.C.C. made 243 for 6 wickets, Rhodes making 71, Dolphin 58, Hendren 60, and Fender 65 unhit.

Benalla, in their first innings, made 88. Waddington took 10 wickets for 31 runs, including a hat-trick. Howell took 5 wickets for 29 runs.

Benalla were able to score only 178 runs in their second innings.

OBITUARY.

—New York, March 8th.

The death is announced of Colonel G. V. Macfarlane, ex-Chamberlain to the King of Hawaii.

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THE Steamship "DILWARA," Captain BAKA, carrying His Majesty's Mails, will be despatched from this Port on or about THURSDAY, 10th March, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

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Hongkong, February 28, 1921.

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Agents for: The Mitsubishi Marine & Fire Insurance Co.

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No. 14, FINCH STREET, HONGKONG.

SHIPS' STORES.

Hardware, Metals, Paints and Oils.

Full Lines of Shipchandlery Supplies.

KWONG SANG & CO.,

Established in 1888.

57, 58 & 59 Cantonment Road Central.

Tel. Nos. Office: 2554 & 2555.

Godowns 736.

A. KWAI & CO.

12 & 13 Cantonment Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship-Chandlers, Coal Merchants, Sail-Makers, General Storekeepers.

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THE "CHINA MAIL."

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$36 per annum; per quarter and per month "pro rata".

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts. per copy.

The "China Mail" is delivered free at subscribers' homes in Hongkong and Kowloon. Postage is charged at the rate of fifty cents per month.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copy twenty-five cents each.

Alterations and additions to advertisements on Pages 2, 3, 5, 7, 8 and 9 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to advertisements on pages 1, 4, 6 and 10 should be sent as soon as possible, not later than 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address "Mail" Hongkong, Code "A. B. C." 25th Edition.

Telephone No. 22.

THE CHINA MAIL.

NOTICES TO CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship "WAKASA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Co's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 14th March, 1921, will be subject to re-shipment.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on TUESDAY, and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, March 7, 1921.

NOTICE TO CONSIGNEES.

THE Steamship "HUNGARIA."

From JAPAN & SHANGHAI.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 7th March.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 22nd inst. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 12th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., Ltd.

Agents.

Hongkong, March 7, 1921.

NOTICE TO CONSIGNEES.

THE Steamship "RIOJUN MARU."

From JAVA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 7th March.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 22nd inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., Ltd.

Agents.

Hongkong, March 7, 1921.

SHIPBUILDERS.

SHIP REPAIRERS.

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FORGE MASTERS.

OXY-ACETYLENE, AND

ELECTRIC WELDERS.

MECHANICAL, AND

ELECTRICAL ENGINEERS.

TAKKO DOCKYARD & ENGINEERING COMPANY

OF HONGKONG, LIMITED.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SILL (H.W.O.A.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Cranes at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

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AGENTS.

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Cable "TAKKO" HONGKONG.

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SHIPPING

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating for Eastern service for account of the UNITED STATES SHIPPING BOARD.

To MANILA.

"Lancaster" ... 10th March.

To NEW YORK & BALTIMORE.

"Lancaster" ... 10th March.

To SAN FRANCISCO.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURE

CHINA COAST, ETC.

SWATOW.

Mar. 10.-C. N.	Liangchow.
11.-D. L.	Haiching.
12.-O. S. K.	Sochu Maru.
13.-O. S. K.	Amakusa Maru.
14.-D. L.	Haiching.
15.-D. L.	Haiching.

FOOCHOW.

Mar. 11.-D. L.	Haiching.
12.-D. L.	Haiching.
13.-D. L.	Haiching.
14.-D. L.	Haiching.
15.-D. L.	Haiching.

SHANGHAI.

Mar. 10.-C. N.	Summing.
11.-C. N.	Summing.
12.-C. N.	Summing.
13.-C. N.	Summing.
14.-C. N.	Summing.
15.-C. N.	Summing.

WEIHAIWEI AND CHEFOO.

Mar. 10.-C. N.	Chihai.
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TIENTSIN.

Mar. 10.-C. N.	Chihai.
11.-C. N.	Chihai.
12.-C. N.	Chihai.
13.-C. N.	Chihai.
14.-C. N.	Chihai.
15.-C. N.	Chihai.

TSINGTAO.

Mar. 12.-C. N.	Soyang.
13.-C. N.	Soyang.
14.-C. N.	Soyang.
15.-C. N.	Soyang.

HAIPHONG AND HOIHOW.

Mar. 10.-C. N.	Teopao.
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TAKAO.

Mar. 13.-O. S. K.	Sochu Maru.
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KEELUNG.

Mar. 13.-O. S. K.	Amakusa Maru.
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SAIGON.

Mar. 10.-A. L.	Glymont.
11.-M. M.	Portico.
12.-A. L.	Lake Onawa.
13.-A. L.	Cadaretta.
14.-M. M.	Cordillere.

BANGKOK.

Mar. 10.-C. N.	Liangchow.
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SINGAPORE.

Apr. 3.-C. M. S.	Nile.
30.-C. M. S.	China.

PHILIPPINE ISLANDS, ETC.

Mar. 10.-A. L.	Glymont.
11.-N. Y. K.	(D.A.C.) Strang. M.
12.-J. C. L.	Tibet.
13.-A. L.	Lake Onawa.
14.-N. Y. K.	(D.A.C.) Borneo M.
15.-A. L.	Cadaretta.

INDIAN PORTS, ETC.

Mar. 15.-C. N.	Yatsuhiko.
16.-B. L.	Arratoon Apar.
17.-B. L.	Tanda.
18.-N. Y. K.	Maru Maru.
19.-B. L.	Gregory Apar.

CALCUTTA.

Mar. 15.-C. N.	Yatsuhiko.
16.-B. L.	Arratoon Apar.
17.-B. L.	Tanda.
18.-N. Y. K.	Maru Maru.
19.-B. L.	Gregory Apar.

YOMBAY AND COLOMBO.

Mar. 10.-P. & O.	Dilwara.
11.-O. S. K.	Siam Maru.
12.-N. Y. K.	Bombay Maru.
13.-N. Y. K.	Calcutta Maru.
14.-O. S. K.	Kasado Maru.
15.-O. S. K.	Indra Maru.
16.-P. & O.	Dumera.
17.-P. & O.	Dilwara.

AUSTRALIAN PORTS.

Mar. 10.-P. & O.	Dilwara.
11.-O. S. K.	Siam Maru.
12.-N. Y. K.	Bombay Maru.
13.-N. Y. K.	Calcutta Maru.
14.-O. S. K.	Kasado Maru.
15.-O. S. K.	Indra Maru.
16.-P. & O.	Dumera.
17.-P. & O.	Dilwara.

SYDNEY AND MELBOURNE.

Mar. 10.-P. & O.	Dilwara.
11.-O. S. K.	Siam Maru.
12.-N. Y. K.	Bombay Maru.
13.-N. Y. K.	Calcutta Maru.
14.-O. S. K.	Kasado Maru.
15.-O. S. K.	Indra Maru.
16.-P. & O.	Dumera.
17.-P. & O.	Dilwara.

JAPAN PORTS.

Mar. 12.-P. & O.	Nankin.
13.-R. I.	Gregory Apar.
14.-B. F.	Atrona.
15.-M. M.	Chihai.
16.-P. & O.	Kyber.
17.-N. Y. K.	Nikko Maru.
18.-N. Y. K.	Nikko Maru.
19.-N. Y. K.	Nikko Maru.
20.-J. C. L.	Tibet.
21.-N. Y. K.	Nikko Maru.
22.-J. C. L.	Tibet.
23.-B. F.	Pyrrhus.
24.-B. F.	Pyrrhus.
25.-B. F.	Pyrrhus.
26.-B. F.	Pyrrhus.
27.-B. F.	Pyrrhus.
28.-B. F.	Pyrrhus.
29.-B. F.	Pyrrhus.
30.-B. F.	Pyrrhus.

AMERICAN PORTS.

VANCOUVER.

Mar. 13.-N. Y. K.	Toyama Maru.
14.-D. L.	West Jappa.
15.-O. S. K.	Empress of Japan.
16.-O. S. K.	Empress of Japan.
17.-O. S. K.	Empress of Japan.
18.-O. S. K.	Empress of Japan.
19.-O. S. K.	Empress of Japan.
20.-O. S. K.	Empress of Japan.
21.-O. S. K.	Empress of Japan.
22.-O. S. K.	Empress of Japan.
23.-O. S. K.	Empress of Japan.
24.-O. S. K.	Empress of Japan.
25.-O. S. K.	Empress of Japan.
26.-O. S. K.	Empress of Japan.
27.-O. S. K.	Empress of Japan.
28.-O. S. K.	Empress of Japan.
29.-O. S. K.	Empress of Japan.
30.-O. S. K.	Empress of Japan.

VICTORIA.

Mar. 11.-N. Y. K.	Toyama Maru.
12.-D. L.	West Jappa.
13.-O. S. K.	Empress of Japan.
14.-O. S. K.	Empress of Japan.
15.-O. S. K.	Empress of Japan.
16.-O. S. K.	Empress of Japan.
17.-O. S. K.	Empress of Japan.
18.-O. S. K.	Empress of Japan.
19.-O. S. K.	Empress of Japan.
20.-O. S. K.	Empress of Japan.
21.-O. S. K.	Empress of Japan.
22.-O. S. K.	Empress of Japan.
23.-O. S. K.	Empress of Japan.
24.-O. S. K.	Empress of Japan.
25.-O. S. K.	Empress of Japan.
26.-O. S. K.	Empress of Japan.
27.-O. S. K.	Empress of Japan.
28.-O. S. K.	Empress of Japan.
29.-O. S. K.	Empress of Japan.
30.-O. S. K.	Empress of Japan.

SEATTLE.

Mar. 11.-N. Y. K.	Toyama Maru.
12.-D. L.	West Jappa.
13.-O. S. K.	Empress of Japan.
14.-O. S. K.	Empress of Japan.
15.-O. S. K.	Empress of Japan.
16.-O. S. K.	Empress of Japan.
17.-O. S. K.	Empress of Japan.
18.-O. S. K.	Empress of Japan.
19.-O. S. K.	Empress of Japan.
20.-O. S. K.	Empress of Japan.
21.-O. S. K.	Empress of Japan.
22.-O. S. K.	Empress of Japan.
23.-O. S. K.	Empress of Japan.
24.-O. S. K.	Empress of Japan.
25.-O. S. K.	Empress of Japan.
26.-O. S. K.	Empress of Japan.
27.-O. S. K.	Empress of Japan.
28.-O. S. K.	Empress of Japan.
29.-O. S. K.	Empress of Japan.
30.-O. S. K.	Empress of Japan.

TACOMA.

Mar. 15.-W. L.	West Jappa.
16.-O. S. K.	Alabama Maru.

SAN FRANCISCO.

Mar. 12.-S. & D.	West Henahaw.
13.-T. K. K.	Korea Maru.
14.-T. K. K.	Whora Maru.
15.-T. K. K.	Whora Maru.
16.-T. K. K.	Whora Maru.
17.-T. K. K.	Whora Maru.
18.-T. K. K.	Whora Maru.
19.-T. K. K.	Whora Maru.
20.-T. K. K.	Whora Maru.
21.-T. K. K.	Whora Maru.
22.-T. K. K.	Whora Maru.
23.-T. K. K.	Whora Maru.
24.-T. K. K.	Whora Maru.
25.-T. K. K.	Whora Maru.
26.-T. K. K.	Whora Maru.
27.-T. K. K.	Whora Maru.
28.-T. K. K.	Whora Maru.
29.-T. K. K.	Whora Maru.
30.-T. K. K.	Whora Maru.

PORTLAND.

Apr. 4.-A. L.	Coast.
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LOS ANGELES.

Apr. 3.-L.A.P.N.	West Hika.
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VALPARAISO.

Mar. 15.-T. K. K.	Arvo Maru.
16.-T. K. K.	Arvo Maru.
17.-T. K. K.	Arvo Maru.
18.-T. K. K.	Arvo Maru.
19.-T. K. K.	Arvo Maru.
20.-T. K. K.	Arvo Maru.
21.-T. K. K.	Arvo Maru.
22.-T. K. K.	Arvo Maru.
23.-T. K. K.	Arvo Maru.
24.-T. K. K.	Arvo Maru.
25.-T. K. K.	Arvo Maru.
26.-T. K. K.	Arvo Maru.
27.-T. K. K.	Arvo Maru.
28.-T. K. K.	Arvo Maru.
29.-T. K. K.	Arvo Maru.
30.-T. K. K.	Arvo Maru.

NEW YORK.

Mar. 10.-S. & D.	Lancaster.
11.-S. & D.	Lancaster.
12.-S. & D.	Lancaster.
13.-S. & D.	Lancaster.
14.-S. & D.	Lancaster.
15.-S. & D.	Lancaster.
16.-S. & D.	Lancaster.
17.-S. & D.	Lancaster.
18.-S. & D.	Lancaster.
19.-S. & D.	Lancaster.
20.-S. & D.	Lancaster.
21.-S. & D.	Lancaster.
22.-S. & D.	Lancaster.
23.-S. & D.	Lancaster.
24.-S. & D.	Lancaster.
25.-S. & D.	Lancaster.
26.-S. & D.	Lancaster.
27.-S. & D.	Lancaster.
28.-S. & D.	Lancaster.
29.-S. & D.	Lancaster.
30.-S. & D.	Lancaster.

SOUTH AFRICAN PORTS.

Mar. 10.-S. & D.	Lancaster.
11.-S. & D.	Lancaster.
12.-S. & D.	Lancaster.
13.-S. & D.	Lancaster.
14.-S. & D.	Lancaster.
15.-S. & D.	Lancaster.
16.-S. & D.	Lancaster.
17.-S. & D.	Lancaster.
18.-S. & D.	Lancaster.
19.-S. & D.	Lancaster.
20.-S. & D.	Lancaster.
21.-S. & D.	Lancaster.
22.-S. & D.	Lancaster.
23.-S. & D.	Lancaster.
24.-S. & D.	Lancaster.
25.-S. & D.	Lancaster.
26.-S. & D.	Lancaster.
27.-S. & D.	Lancaster.
28.-S. & D.	Lancaster.
29.-S. & D.	Lancaster.
30.-S. & D.	Lancaster.

DURBAN AND CAPE TOWN.

Mar. 13.-O. S. K.	Seattle Maru.
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EUROPEAN PORTS.

Mar. 13.-M. M.	Portico.
14.-M. M.	Portico.
15.-M. M.	Portico.
16.-M. M.	Portico.
17.-M. M.	Portico.
18.-M. M.	Portico.
19.-M. M.	Portico.
20.-M. M.	Portico.
21.-M. M.	Portico.
22.-M. M.	Portico.
23.-M. M.	Portico.
24.-M. M.	Portico.
25.-M. M.	Portico.
26.-M. M.	Portico.
27.-M. M.	Portico.
28.-M. M.	Portico.
29.-M. M.	Portico.
30.-M. M.	Portico.

LONDON.

Mar. 11.-N. Y. K.	Kleist.
12.-B. F.	Stentor.
13.-G. L.	Glenariff.
14.-H. M. T.	Himalaya.
15.-N. Y. K.	Shunko Maru.
16.-N. Y. K.	Shunko Maru.
17.-P. & O.	Karaka.
18.-N. Y. K.	Mito Maru.
19.-G. L.	Glenariff.
20.-P. & O.	Karaka.
21.-N. Y. K.	Sado Maru.
22.-P. & O.	Karaka.
23.-B. F.	Ningchow.
24.-B. F.	Ningchow.
25.-B. F.	Ningchow.
26.-B. F.	Ningchow.
27.-B. F.	Ningchow.
28.-B. F.	Ningchow.
29.-B. F.	Ningchow.
30.-B. F.	Ningchow.

ANTWERP.

Mar. 11.-B. F.	Stentor.
12.-N. Y. K.	Mishima Maru.
13.-N. Y. K.	Mishima Maru.

ROTTERDAM.

Mar. 15.-H. E. A. L.	Tijssen.
16.-N. Y. K.	Mito Maru.

AMSTERDAM.

Mar. 11.-B. F.	Stentor.
12.-N. Y. K.	Mishima Maru.
13.-N. Y. K.	Mishima Maru.

HAMBURG.

Mar. 15.-H. E. A. L.	Tijssen.
16.-N. Y. K.	Mito Maru.
17.-N. Y. K.	Mito Maru.
18.-N. Y. K.	Mito Maru.
19.-N. Y. K.	Mito Maru.
20.-N. Y. K.	Mito Maru.
21.-N. Y. K.	Mito Maru.
22.-N. Y. K.	Mito Maru.
23.-N. Y. K.	Mito Maru.
24.-N. Y. K.	Mito Maru.
25.-N. Y. K.	Mito Maru.
26.-N. Y. K.	Mito Maru.
27.-N. Y. K.	Mito Maru.
28.-N. Y. K.	Mito Maru.
29.-N. Y. K.	Mito Maru.
30.-N. Y. K.	Mito Maru.

BANKS.

ASIA BANKING CORPORATION

HEAD OFFICE. NEW YORK.

BRANCH. SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT. SHANGHAI.

BRANCHES. CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

AN AMERICAN IDEA.

AID FOR FARMERS.

TWO WIVES SUGGESTED.

It is among the proverbs, says the London Daily Telegraph, that a farmer is never satisfied. Yet we feel that the demands of Mr. George Smith of Colorado, distinguish him among farmers. In Colorado, it appears, the difficulty of obtaining agricultural labour is irksome. This is not to be doubted. No living man remember place or time, history cannot tell of any age, in which the farmer found the quantity and quality of labour at his disposal adequate.

The statute books are shown with the expedients, successful and otherwise, of different generations to avert a crisis. But to Mr. George Smith of Colorado, belongs the honour of having devised an arrangement entirely new. We would not exaggerate his fundamental idea. It is not original. Other people have thought of it before other people, legally and illegally, have put it into practice, but not according to the system and with the precise purpose of Mr. G. Smith. Just so many men and many women had boiled water before James Watt's born, but he made steam drive an engine. Mr. Smith, of Colorado, is what we may delicately describe as an agricultural polygamist. He has, apart from his business, no interest in polygamy; he does not, we infer, regard it as pleasant or painful, but merely as in the day's work. He has no desire to press it upon the community at large as a duty or a privilege.

"Let city dwellers," says he, with admirable lucidity, "have one wife and farmers two; then the farmer could raise boys to work his farm, and not have to hire help at high wages." The Governor of Colorado is assured by Mr. Smith that he "would be a better man than Lincoln if he could persuade the United States to let every farmer have two wives." By this time we suspect that Mr. Smith feels astounded at his own moderation. Why, indeed, only two? The late Brigham Young left twenty-five widows behind him, and surely if a thing is worth doing at all it is worth doing well. It is, indeed, not for us "city-dwellers" who are explicitly exempted from the advantages and disadvantages of the new scheme, to interfere with its organization.

But we may be permitted to point out to Mr. Smith in the matter of wives the decision does not lie with the Governor of Colorado, or even with the United States. Though his country's law permitted him to have two wives, or twenty-two, it could not ensure that ladies willing to accept the terms should be forthcoming. We doubt whether female devotion to the agricultural industry of Colorado is sufficient to put Mr. Smith's scheme on a sound basis.

EXCHANGE.

Hongkong, March 9, 1921.

On London: Bank Wire ... 2/3 1/2
On demand ... 2/3 1/2
On New York: On demand ... 2/3 1/2
On Bombay: On demand ... 2/3 1/2
On Calcutta: On demand ... 2/3 1/2
On Ceylon: On demand ... 2/3 1/2
On Hongkong: On demand ... 2/3 1/2
On Shanghai: On demand ... 2/3 1/2
On Hankow: On demand ... 2/3 1/2
On Tientsin: On demand ... 2/3 1/2
On Peking: On demand ... 2/3 1/2
On Szechwan: On demand ... 2/3

NOTICES.

MENTHOLATUM

the BEST REMEDY



FOR COLD IN THE HEAD WHEN
APPLIED IN THE NOSTRILS.

OBTAINABLE FROM
ALL CHEMISTS.

TO-DAY'S CABLES.

(Retailer's Service to the China Mail.)

COAL INDUSTRY.

GOVERNMENT RELINQUISHING CONTROL.

LONDON, March 9.
The House of Commons by 277 votes to 72 passed the second reading of the bill handing back the coal industry to the owners on March 31. A grave situation is threatened if the owners and miners do not reach an agreement as regards wage reduction.

AUSTRIAN DIPLOMATIC MISSION.

VIENNA, March 9.
At the invitation of the British Government, the Chancellor, Dr. Mayer, the Finance Minister, Herr Grimm, and the Minister of Food, Herr Gruenberger, are on the eve of proceeding to London via Paris to hold a conference.

SPANISH PREMIER ASSASSINATED.

MADRID, March 9.
Premier Dato was assassinated last night while motoring from the Chamber. Several shots were fired.

NEW GLEN BOAT.

"GLENBEG" LAUNCHED.

Messrs. Harland and Wolff, Ltd., launched from their Gowan shipyard, on December 25, the twin-screw vessel "Glenbeg," built to the order of the Glen Line, Ltd. The principal dimensions are—Length overall 502ft., breadth moulded 62ft., depth moulded 35ft. 6in., with a gross tonnage of 9,500. The new vessel, which is classed 100 A1 at Lloyd's, has three complete decks, and is fitted with poop, bridge, and forecastle. There are eight watertight bulkheads, and the double bottom, and space between the hulls are fitted for the carriage of oil fuel. The steering gear, windlass, and the 16 cargo winches are all electrically driven, and there are 33 cargo derricks suitable for dealing with weights up to seven tons, also two derricks for dealing with weights up to 40 tons. There are six cargo holds, one of which can be used as a deep water ballast tank. In addition to the accommodation for officers, engineers, and crew, there is first-class accommodation for twelve passengers, which includes a large saloon, smoking room, bathroom, etc., and the vessel is fitted with wireless telegraphy. The propelling machinery consists of two sets of Diesel engines, designed to give a sea speed of 12 knots.

Mr. A. B. Peacock, an American gentleman visiting the F.M.S., on business, has reported a big loss sustained by him. He was travelling from Penang to Kuala Lumpur by the mail train. A little before he reached the Federal capital, Mr. Peacock went into the restaurant car for tea and, when the train reached Kuala Lumpur, he alighted. It was only then that he realised that he had left his wallet under his pillow in the sleeping berth. The matter was at once reported to the station-master, and the train having moved into the yard, a search was made in the yard, but without success. It is understood that the wallet contained about \$500 in Straits money and 800 ticals Siamese money, also a letter of credit on the Hongkong and Shanghai Bank from the National Bank of Detroit, Michigan, U.S.A., for \$5,000 gold, and a gold watch and chain worth about \$125 gold.

Peking telegrams to the Chinese papers state that Dr. Wu Tingfang and Mr. Sun Hung-i, having fallen out with Dr. Sun Yat-sen, have left for Hongkong, but upon Dr. Sun's sending a delegate to Hongkong, Dr. Wu was persuaded to return to Canton. Another report has it that, owing to the change in the Yunnan situation and the uncertain financial condition, Mr. Tang Shao-yi has left Canton for Shanghai. It is believed that Dr. Sun will shortly follow suit. These reports may be accepted for their worth. The above clipping from the North China Daily News.

SHIPPING DISASTER.

LOSS OF THE "HONG MOH."

HAZARDOUS RESCUE WORK.

Local interest in the disaster which resulted in the loss of the steamer "Hong Moh" with the master, Captain Holmes, and over eight hundred of the Chinese passengers, remains undiminished. Though the full story will not be told until the arrival in Hongkong of the European survivors who were rescued by the China Navigation steamer "Shansi" and taken to Swatow, it has been possible to obtain some details of the terrible events following the disaster, though the circumstances which caused the wreck still remain largely obscure. In the course of a visit to H.M.S. "Carlisle," which was directed to proceed to the scene of the wreck by wireless, a representative of the China Mail this morning learned that the Commander, Captain Evans, C.B., D.S.O., of Antarctic exploration fame, who did splendid work, was responsible for saving about a hundred lives, having managed, in spite of the weather, to get close into the wreck in a motor boat with a cutter in tow. The remaining distance to the wreck he swam, with a life line. When the propeller of the motor boat fouled some wreckage, Captain Evans jumped into the water, and with the assistance of Able Seaman Whitehead, was successful in removing the obstruction. Though scores of Chinese perished through exhaustion and exposure before help could be given, many were rescued by jumping into the sea when the "Carlisle's" boats approached. Among those saved was the son of the manager of the Company owning the "Hong Moh." Of the two hundred and more persons saved by the "Carlisle" only one was a woman, the sole female survivor, the other hundred on the vessel having perished in the hold. In view of the boisterous nature of the weather it is remarkable that the boats engaged in rescue work escaped with slight damage only. Owing to the bad weather when the "Foxglove" arrived on Saturday night the boats could not be lowered, and only 26 persons were saved. Chinese survivors declare that weapons were used by members of the Chinese crew on the Tuesday in their efforts to keep the boats for themselves. Of the six boats launched at different times, only one escaped destruction, that which reached the "Shansi." Several passengers are reported to have been killed by the crew for attempting to gain seats in the boats.

is a fair specimen of the attempts on the part of Peking to mislead the public. Both Dr. Wu and Mr. Tang Shao-yi are now in Canton attending to their official duties. There is not a centilla of truth in the reports emanating from Peking, says the Canton Times.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

Ship	Date	Destination
"STENTOR"	11th Mar.	London, Amsterdam & Antwerp
"KLEMON"	23rd Mar.	London, Amsterdam & Hamburg
"KING CHOW"	5th Apr.	London, Amsterdam & Antwerp
"THESSEUS"	12th Apr.	London, Rotterdam & Hamburg
"ATREUS"	19th Apr.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

Ship	Date	Destination
"TELAMON"	22nd Mar.	Havre & Liverpool
"ET OF THE GARTHER"	29th Mar.	Genoa, M'les, L'pool & Glasgow
"IDOMENEUS"	12th Apr.	Havre & Liverpool
"AJAX"	19th Apr.	Genoa, M'les, L'pool & Glasgow

PACIFIC SERVICE

Ship	Date	Destination
"TALYTHYRUS"	16th Mar.	Victoria, Seattle and Vancouver
"TYNDAROS"	6th Apr.	
"PROTEUS"	4th May	

NEW YORK SERVICE

Ship	Date	Destination
"LAERTES"	27th Mar.	via Suez

HOMeward PASSENGER SERVICE

Ship	Date	Destination
"STENTOR"	11th March	for London
"IDOMENEUS"	12th April	for Liverpool
"PYREHUS"	3rd May	for London
"ANCHISES"	10th June	for London
"TERESIAS"	7th July	for Liverpool

For Freight and all Information Apply to
BUTTERFIELD & SWIRE, AGENTS.

POST OFFICE NOTICES.

INWARD MAILS.

From	Day	Time
Shanghai	WEDNESDAY, MARCH 9.	5 a.m.
THURSDAY, MARCH 10.		
EUROPE via Suez (Letter and Newspaper only London)		Gregory Apear
3rd Feb.		Kleist.
Shanghai	FRIDAY, MARCH 11.	
Shanghai		Szechuen
Shanghai		Nankin
Shanghai		Tientsin
SATURDAY, MARCH 12.		
EUROPE via Suez (Letters only London 10th Feb.)		Idomeneus
Parcels 15th Jan.		
SUNDAY, MARCH 13.		
EUROPE via Suez (Newspapers only London 18th Feb.)		Khyber

OUTWARD MAILS.

For	Day	Time
Shanghai, North China and Japan	WEDNESDAY, MARCH 9.	4 p.m.
Shanghai and Wuchow		4 p.m.
Tientsin		5 p.m.
Hohow and Haiphong		5 p.m.
THURSDAY, MARCH 10.		
Shanghai and North China		10 a.m.
Shanghai, Australia, and New Zealand via		
THURSDAY, MARCH 10.		
a.m. Letters 10.30 a.m. "Daiten" Japan		
Shanghai, North China, "Central" and		
"South America" and "EUROPE" via		
"SEATTLE" L.E. Ceylon, Mauritius, L.		
Marques, South Africa, India via		
Dhankhodi, Egypt, Aden		
Shanghai and North China		
Swatow		
Saigon		
Hohow and Haiphong		
Swatow and Hongkong		
Fort Bayard, Hohow and Haiphong		
FRIDAY, MARCH 11.		
Straits, "Bangkok, Ceylon, Mauritius, L.		
Marques, South Africa, India via		
Dhankhodi, Egypt, Aden		
Shanghai and North China		
Swatow, Amoy and Keelung		
Whitwell and Chiofo		
Philippine Islands		
Shanghai and North China		
Swatow, Amoy and Keelung		
Whitwell and Chiofo		
Philippine Islands		
Saigon		
Hohow and Haiphong		
Swatow and Hongkong		
Fort Bayard, Hohow and Haiphong		
SATURDAY, MARCH 12.		
Shanghai, North China and Japan		
Shanghai and North China		
Saigon		
Swatow, Amoy and Keelung		
Whitwell and Chiofo		
Philippine Islands		
Saigon		
Hohow and Haiphong		
Swatow and Hongkong		
Fort Bayard, Hohow and Haiphong		
SUNDAY, MARCH 13.		
Swatow, Amoy and Keelung		
Whitwell and Chiofo		
Philippine Islands		
Saigon		
Hohow and Haiphong		
Swatow and Hongkong		
Fort Bayard, Hohow and Haiphong		
MONDAY, MARCH 14.		
Shanghai, North China and Japan		
Shanghai and North China		
Saigon		
Swatow, Amoy and Keelung		
Whitwell and Chiofo		
Philippine Islands		
Saigon		
Hohow and Haiphong		
Swatow and Hongkong		
Fort Bayard, Hohow and Haiphong		
TUESDAY, MARCH 15.		
Swatow and Bangkok		
Shanghai, North China, "Central" and		
"South America" and "EUROPE" via		
"SEATTLE" L.E. Ceylon, Mauritius, L.		
Marques, South Africa, India via		
Dhankhodi, Egypt, Aden		
Shanghai and North China		
Swatow, Amoy and Keelung		
Whitwell and Chiofo		
Philippine Islands		
Saigon		
Hohow and Haiphong		
Swatow and Hongkong		
Fort Bayard, Hohow and Haiphong		
WEDNESDAY, MARCH 16.		
Shanghai, North China and Japan		
Shanghai and North China		
Saigon		
Swatow, Amoy and Keelung		
Whitwell and Chiofo		
Philippine Islands		
Saigon		
Hohow and Haiphong		
Swatow and Hongkong		
Fort Bayard, Hohow and Haiphong		

THURSDAY, MARCH 10.

Ship	Date	Destination
"STENTOR"	11th Mar.	London, Amsterdam & Antwerp
"KLEMON"	23rd Mar.	London, Amsterdam & Hamburg
"KING CHOW"	5th Apr.	London, Amsterdam & Antwerp
"THESSEUS"	12th Apr.	London, Rotterdam & Hamburg
"ATREUS"	19th Apr.	London, Amsterdam & Antwerp

*Correspondence bearing vessel's name only

WEATHER REPORT.

March 9. 11h. 39m.—Pressure has increased slightly at Vladivostok and decreased slightly from Weihaiwei to Shanghai. It is nearly stationary at other reporting stations.

The anticyclone is probably central over S.W. Japan.

Fresh to moderate monsoon will continue over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.90 inch. Total since January 1st, 1.98 inches, against an average of 3.68 inches.

Forecast for the 24 hours ending at noon on March 10th.

1.—Hongkong to Gar Rock, E and N.E. winds, moderate to fair.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamou. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

MARCH 9, 1921.—a.m.

Station. Hour. Barometer at Sea Level. Temperature. Humidity. Direction. Force. Wind.

MARCH 9, 1921.—a.m.						
Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.
Vladivostok	6 a.	30.15	18	74	4	0
Samarkand	5 a.	30.14	40	89	3	0
Eakodote	"	"	"	"	"	"
Tokio	"	"	"	"	"	"
Sochi	"	"	"	"	"	"
Nagasaki	"	"	"	"	"	"
Sasakawa	"	"	"	"	"	"
Yokohama	"	"	"	"	"	"
Saba	"	"	"	"	"	"
Yafujima	"	"	"	"	"	"
Bonin Island	"	"	"	"	"	"
Wahawai	6 a.	30.14	40	89	3	0
San Francisco	"	"	"	"	"	"
Kiungkang	"	"	"	"	"	"
Chungking	"	"	"	"	"	"
Chongchun	"	"	"	"	"	"
Shanghai	"	30.24	38	87	3	0
Amoy	"	30.19	47	100	3	0
Swatow	7 a.	30.07	56	91	3	0
Amoy	6 a.	30.18	53	76	3	0
Swatow	"	"	"	"	"	"
Taihoan	"	30.19	79	95	3	0
Taihoan	"	30.08	61	82	3	0
Yokohama	"	"	"	"	"	"
Sochun	"	"	"	"	"	"
Pescadores	"	"	"	"	"	"
Canton	"	30.12	57	84	3	0
Hongkong	"	30.13	62	82	3	0
Gap Rock	"	"	"	"	"	"
Macao	"	30.07	59	63	3	0
Wuchow	9 a.	"	"	"	"	"
Pakhoi	"	"	"	"	"	"
Hohow	"	"	"	"	"	"
Phuhen	"	30.08	58	89	3	0
Kobe	"	30.00	60	87	3	0
C. St. James	"	29.79	73	71	3	0
Aperri	6 a.	"	"	"	"	"
Dagupan	"	"	"	"	"	"
Manila	"	29.87	72	85	3	0
Legaspi	"	29.66	70	87	3	0
Cebu	"	"	"	"	"	"
Iloilo	"	29.72	75	91	3	0
Surigao	"	"	"	"	"	"
Guam	4.30	29.82	82	80	3	0
Labuan	6 a.	29.73	60	91	3	0